# THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VI. NO. 19. CLEVELAND, O., MAY 8, 1884

$2.00 PER ANNUM
SINGLE COPIES 5 CENTS


## AROUND THE LAKES.

CLEVELAND.

It has not yet been decided what will be done with the Keweenaw this season.

The schooner Thos. Quayle is loading coal at T. Axworthy's dock for Duluth.

The schooner Frank C. Leighton, in tow of tug Mary Virginia, has cleared for Lorain to load coal for Port Huron.

The schooner Three Brothers, Captain E. K. Porter, arrived at this port on Monday with the first full cargo of ore from Escanaba this season.

We have heretofore endeavored to correct the tonnage, as given in the dailies, of the William J. Averill, but they still insist it is 163,314 tons. Well, perhaps we were wrong.

The tug Ida Sims, which has been lying at the flock above the lower Central Way bridge, and which was rebuilt this winter, sunk from some unaccountable cause, probably one of those mysterious leaks.

The little steamer R. K. White has been resurrected from the old river bed, and now lies in the river opposite Superior street hill. Her appearance is not inviting. She formerly run as an excursion boat between this port and Rocky River.

Colonel Barlow has established a temporary light at Cedar River, Mich. It is situated on the pier located on the north side of the channel, and consists of an eight-inch lens lantern, showing a fixed white light at an elevation of nineteen feet above the water.

The sudden death of A. J. Raynor was announced on Tuesday. Mr. Raynor was well known all along the lakes, and was for many years master of the schooner W. B. Ogden, and since engaged in the coal business at this port. His family, consisting of a wife and child, have our sympathy for the loss of a kind protector.

The schooner J. S. Richards, Captain C. W. Lockwood, recently advertised in the RECORD and sold to Messrs. Duffy and Rourke, has made a very successful beginning for a season's work, making four trips between Escanaba and Fayette with ore, and has reached Detroit with a fifth cargo. This is Captain Lockwood's first season in the J. S. Richards and he thinks she is a good investment.

The steambarge Fred Kelley was in Globe drydock to have a leak stopped; the steambarge Benton, which broke her rudder in the Saginaw river, shipped a new one, and after vacating the drydock the captain found that the stern post was also broken She went in again Tuesday evening and received a new one. The tug Dreadnaught and barge Guiding Star went in on Wednesday to have leaks stopped and some repairs. The drydock company is also doing some work on Captain Loomis' iron fishing boat.

On Sunday evening the tugs N. S. Sprague and Charles Henry with a dredge and two lighters, all belonging to L. P. and J. A. Smith, cleared for Lorain to do some dredging for the Cleveland, Lorain & Wheeling Railroad. A short distance this side of Lorain the dipper of the dredge got adrift and capsized the dredge, which sunk in forty feet of water. There were six men aboard, including Captain Murphy, and a cook, Mrs. McDowell and her little girl. The men who jumped into the water, were all rescued, but the woman and little girl went down with the dredge. The dredge, which was built in 1870, and rebuilt in 1882, was valued at $14,000, and was not insured. Efforts will at once be made to raise the dredge.

The steamer Iron Chief, which struck near Ashtabula, is at Rhodes & Co.'s dock.

The schooner Little Wissahickon, which has been undergoing a rebuild on the Smith drydock, will probably get off to-day.

DETROIT.

*Special to the Marine Record.*

DETROIT, May 6.

The steamer Arizona, the first of the Lake Superior Transit Line, arrived here on Saturday, on her first voyage of the season, and took her departure in the evening. She is in first class condition and had a good freight on board. Others of the line will follow in regular order on their advertised time.

The steamer Spartan, which has been here since June last season, took on a supply of fuel at Windsor and left for Owen Sound. It is announced that she will ply this season between that port and the Sault.

The schooner Benedict takes coal from Sandusky to Chicago at 70c; the schooner Mineral State, coal, Toledo to Cheboygan at 75c per ton.

The steamer City of Mackinac, which, during the past winter, has had her engine compounded, made a trial trip on Friday with satisfactory results. She made the run from this city to Lake Erie, a distance of eighteen miles, in one hour and six minutes, returning against the current in one hour and eighteen minutes. Further improvements, it is conceded, would increase that time. She is commanded, as last year, by Captain Alexander McKay, and otherwise well officered.

The Detroit & St. Clair River Towing Association held its annual meeting on the 1st instant. E. G. Merrick, Esq., was chosen president; S. B. Grummond, vice-president; S. A. Murphy, secretary and treasurer. Towing rates as last year.

The boat builders here are receiving an unusual supply of orders. Dean & Co. have on hand an order for a steam yacht for Milwaukee parties; one for parties at Orion Lake, in this State; eighteen fishing boats for the Point Au Pellee boat club, a company formed of Senator Sherman, Postmaster General Gresham, Secretary of War Lincoln, and others. They are now ready for delivery. Five pleasure boats are in process of construction for Lake Orion, one for Milwaukee, one for Nashville, Tenn., one for the Detroit Boat Club, one for James F. Joy, of Detroit, and a sail boat for Mr. Ward. Neil Peterson is lengthening and reconstructing a sail yacht for Messrs. June & Baldwin. Length, 30 feet; over all, 35 feet. The keel of this craft is made of cast iron and weighs 6,170 pounds.

The Colchester lightship was placed in position on Saturday.

The steambarge Niagara, with 1,700 bushels of barley from the St. Lawrence river for Walkerville, stranded a few nights since at Grosse Isle, Detroit river, and was released after lightering. Aside from detention, her damages were slight.

The scow German, en route for Detroit, went ashore at Rond Eau point on Friday night. The steamer Byron Trevice went to her release, the scow being in Canadian waters.

The tug Martin Swain left here on Friday, for Lake Huron, to release the schooner A. E. Vickery stranded on Middle Island, laden with oats.

The steambarge Ireland stranded at or near Wyandotte, going hard on. Captain Mills dispatched the tug Hercules to her relief and soon had her in port.

The barge C. Hinckley went ashore on the 2d instant near Bar Point with slight damages reported. The scow Ellen met with a like mishap at the same place.

Guy F. Hinchman & Co., the well known ship chandlers at the foot of Woodward avenue, met with a serious burn out on Friday night, involving the destruction of their entire stock. F. W. Noble, whose sail loft is in the upper story, followed in the ruins, as also other places of business, entailing a total loss of $50,090, all of which, with one or two exceptions, was chiefly covered by insurance. The complete outfit of a vessel, valued at $3.500 was in Noble's sail lott.

The body of Wm. Wolf, colored deck hand, who was drowned on the 14th ult., from the propeller Oconto, was fished up on Saturday by the tug Quickstep, which was dragging for an anchor. He was unmarried and without relatives here so far as known.

The steambarge W. T. Graves has been thoroughly overhauled by the Detroit Drydock Company, and taken her departure.

Captain Huse, who took command of the steamer Riverside this spring, plying between Detroit and Malden, has been superseded by Captain Santacrante.

The tug River Queen, of this port, has been sold to Cornwall & Currie, of Port Huron, for $4,000. She is 52 tons burden, was built at Marine City and has been eighteen years in service.

With reference to the time made by the steamer City of Mackinac the other day, I am reminded that the steamer R. N. Rice made the distance in 63 minutes, and later on, the steamer City of Detroit in 59½ minutes, so that the Mackinac will need further alterations to be considered a fast boat.

All of the different lines of steamers from Buffalo, consisting of the Western Transportion Company, Anchor Line and Union Steamboat Company, will this season make their landings at A. Chesebrough's dock, foot of Third street.

The Ohio & Pennsylvania Coal Company put ninety-five tons of coal on board the steamer City of Cleveland in 80 minutes, and also eighty-eight tons on board the City of Mackinac in 70 minutes, which may be considered quick dispatch, and never equalled at this port.

The tug Winslow passed down on Sunday morning with four vessels, the first from Lake Michigan. They were from Escanaba, ore laden.

The schooner John Jewett was discharging coal yesterday at the Ohio & Pennsylvania Co.'s dock.

As is usually the case every spring finds some skipper on a lee shore, otherwise without a berth, and not untrequently from no fault of his own.

The steambarge Henry Howard, bound up, with a tow, became disabled on Lake Huron, cast off her tow, and returned to Port Huron.

The steamer Evening Star, Captain Wm. McKay, will commence plying betwen Detroit and Toledo, and will continue so long as it proves a paying business.

Low water has been prevalent nearly all the spring at the Limekiln. Several craft have struck there.

Later—The steamer which went from here to resue the scow German, ashore as above noted, found her full of water, and after releasing her undertook to tow her to this city in that condition, but after proceeding a short distance she capsized, was cast off, and eventually drifted ashore near Colchester. The Swain, which went to the schooner Vickery, ashore as already intimated, found her full of water and her whole cargo of oats damaged. She was taken into Black River, her destination.

Murphy Brothers started out their expedition for the release of the steamer Manitoba last evening. This consist of large pontoons and other paraphernalia to raise her from where she lies, in very shoal water.

Late charters—Schooner J. R. Pelton, wheat, Detroit to Cleveland, at 1½c; schooner Consuelo, coal, Toledo to Sarnia, 40c; schooners Miner and Bigler, timber from Escanaba to Collin's Bay at $75 per 1,000 cubic feet; steambarge City of Mt. Clemens, lumber, Alpena to Detroit, $1.50; schooner Grantham, pine timber, Escanaba to Collin's Bay at $80 per 1,000 cubic feet.

The scow Mona came in collision with the schooner D. P. Rhodes, in tow of the steamship Ranney at St. Clair flats, and was damaged to the extent of $300. The Ranney cracked her steam chest and is repairing here.

The propeller Arctic of the Lake Superior Transit line, left last evening for Lake Superior. She will run as last year, between Detroit and Houghton. Captain Robert Rhynas, a genial gentleman, continues in command, and otherwise she is well officered.

The propeller City of Montreal from Toronto, passed up yesterday, for Port Arthur.

The schooner Garibaldi stranded at Bar Point and was raised by the tug Bob Hackett with a steam pump. The tug Champion released the barge C. Hinckley from that locality.

The schooner W. Crosthwaite arrived up yesterday in a demoralized condition, with headgear all gone, the result of a collision with the steamship Onoko on Lake Erie.

The Chicago grain fleet will likely pass here to-morrow (Wednesday), they having passed the Straits, and all near together.

The schooner Mary, of Port Stanley, with a cargo of wood, stranded on Fighting Island and was soon after released. She is now discharging. The schooner M. P. Barkalow is discharging coal at A. E. Viger's dock.

Sailors are scarce in this locality.

The steambarge W. J. Averill, launched recently at this port, registers 1,425 tons.

Foggy weather prevails to some extent on Lake Huron and in the Straits.

The Bar Point lightship was placed in position yesterday (Monday.)

Vessel owners do not feel over animated with the prospects of the season, meanwhile there is stillness all around. J. W. H.

OGDENSBURG.

The buoys in the American channel between Ogdensburg and Alexandria Bay, have not been placed in position yet. The delay is annoying to river men.

PORT COLBORNE.

The schooner Cheney Ames, went ashore in a fog on Monday. A tug from here succeeded in pulling her off after breaking, several lines. The vessel did not have to lighter any of her cargo of coal. She was bound to this port from Lorain. She will probably be taken to Buffalo and docked, as she is making considerable water.

[Continued on 4th page.]

## MARINE LAW.

### COLLISION CASE.

*U. S. Dist. Court, South. Dist. New York.*

Warren Priest vs. the steam tug Sam Rotan and the schooner Edwin B. Kirk, etc.

Lester W. Clark for libelant, Goodrich, Deady & Platt for the Rotan, etc.

Brown, J.

On the 10th day of December, 1881, the libelant's schooner Commerce was sunk through a collision with the schooner Kirk, in tow of the Rotan, in the East River, about 200 feet off the Point of the Corlears' Hook. The Commerce was bound up the East river, the wind being north and the tide the last of the flood and slack. She was sailing close hauled, on her port tack, heading about N. E. by E., and so as to make the Grand street ferry on the Brooklyn shore, had her course remained unchanged. The Rotan, with the Kirk, a three-masted schooner, in tow upon a hawser about 240 feet long, was bound down the river. The Rotan with her tow had passed on the easterly side of the 10th street buoy, and came down about the middle of the river; and when she approached the Grand street ferry had veered to the right so as to pass Corlears' Hook close to the westerly shore, in accordance with the prevailing practice of boatmen. The captains of the Commerce and Rotan testify that they saw each other when from a quarter to a half a mile distant.

On the part of the Rotan it is claimed that she could not properly keep to the leeward of the Commerce, but rightly passed to the extreme right hand side of the river close to the Hook; that the Rotan cleared the Commerce at least 100 feet in passing her, and that the Kirk, which was a little nearer the shore, would also have easily gone clear, had not the Commerce, as claimants' witnesses allege, made a strong sheer to port and run directly into the Kirk nearly at right angles; which, as they allege, was the sole cause of the collision. The libelant denies any such sheer, and alleges that his wheel was put to port so as to go to starboard, and that the Commerce did fall off about half a point, and struck the Kirk a glancing blow on the port side of the Commerce.

The captain of the Commerce was at the wheel and three other men were forward; all of whom were occupied, so that there was no proper lookout. One of the three was killed by the collision; the Commerce sank almost immediately, and the captain was rescued from the masthead.

The case has been tried mainly upon the question whether there was any such luff by the Commerce as the claimant's witnesses testify to. But in my judgment, that point does not wholly dispose of the liabilities of the respective parties. The defendants have much the greater number of witnesses from the Rotan and the Kirk who testify to such luffing; the libelant has but two witnesses to contradict it. Notwithstanding the greater number of witnesses who testify to such a luff by general statements, I am not satisfied of the correctness of these witnesses in this particular.

1) It is in the highest degree improbable. The luff alleged is a luff of about four points. The Commerce, without doubt, was previously heading somewhat inshore, so as to pass the point of the Hook and clear it by about 200 feet. A luff of four points would have carried her directly inshore, and would have been without any conceivable reason.

2) The Commerce was already sailing close upon the wind; and such a luff as alleged would not only have put her in stays, but have rendered her, so near to the shore, at that point, unmanageable. Some of the defendants' witnesses say that her sails were shaking when she struck the Kirk; others say that her sails were full. This disagreement is important; if her sails were full, the wind was such that there could not possibly have been such a luff as alleged.

3) The luff alleged could not have been accomplished within the space assigned for it. It is not claimed by the defendants that she began to luff until she was abreast of the Rotan. The Kirk was only 240 feet astern of the Rotan, and they were going at from six to eight knots an hour; the Commerce about two to three. The distance between them would, therefore, have been passed over in from fifteen to twenty seconds; no luff of any importance could have been accomplished in that time; for the Commerce was heavily loaded and proceeding slowly.

4) All the witnesses who testify to this luff testify that the collision was a little below the point of the Hook; that is, after the Rotan and her tow had rounded the turn to the southward. While they were making this turn, the Commerce, although preserving her own course unchanged would seem to be coming more quartering upon the Kirk: and the change in the Kirk's own position and heading, I have no doubt, has been largely ascribed, through a natural mistake, to a supposed luff of the Commerce, which would produce the same relative change had the Kirk kept a straight course.

5) The testimony of the captain of the Garlick, who, being astern of the Commerce, testified to seeing her starboard her wheel, may easily have arisen from the fact that the Commerce used a "traveling wheel" which was in fact turned to starboard, as the master testifies, in order to put the helm to port.

6) All these various considerations lead me to adhere to the usual rule which gives greater credit to the statements of those on board a vessel as to her own movements and manœuvres, than to the testimony of those on other vessels in motion.

The Kirk had her sails set; and it would seem that the captain of the Commerce did not observe the hawser of the Rotan, and supposed that the Kirk was coming down by herself and not in tow. But this does not affect the improbability of his making such a luff as to run into her. At the time the luff is alleged to have been made, the Kirk was clearly nearer the shore than the Commerce.

Rejecting, therefore, the theory of the Commerce's luffing as the cause of the collision, it seems clear to me, from the other testimony, that both were in fault.

1. The Rotan was bound by statute to keep as near as may be to the middle of the river. She did so, in this case, until she neared Corlears' Hook, when she drew rapidly over to the northerly shore in order to get the benefit of the slack water there; and, in doing so, she crossed the course of the Commerce, as the captain of the latter rightly states. It is possible that the Commerce, was not observed by the captain of the Rotan, until he had already got so far towards the New York shore, that the Commerce was no longer on his starboard bow, as she must have been previously. Whether seen or not, the Commerce might have been seen; and she was navigating according to her legal right. The Rotan, in violating the statute which required her to keep near the middle of the river,—where there were in fact no obstructions,—and in hugging the New York shore at Corlears' Hook, and attempting to pass inside of the Commerce in a space not over a couple of hundred feet wide necessarily did so at her own risk of being held responsible in case of accident. Had there been plenty of room to pass inside safely, and had the accident been caused solely by an unjustifiable change of course by the Commerce, the Rotan would not have been held for this violation of the statute. (The Maryland, 19, Fed. Rep., 551, 556. But I am not satisfied that there was such abundant space, or that the collision was brought about by such a luff as alleged. Nor is the fact that the Rotan herself passed clear, sufficient evidence that there was room for the Kirk, which was in tow on a hawser, to pass safely also. The Rotan passed the Commerce at a distance variously estimated at from 50 to 100 feet only; but the course of the Commerce was then headed about a point and a half towards the shore; and in my judgment, it was the keeping of her previous course, and not any luff, which brought her in contract with the Kirk before the latter got past. The nearness of the Commerce to the shore, and her course somewhat headed toward it, made the experiment of the Rotan, in passing inside of her, clearly hazardous and unjustifiable. There was nothing in the way to prevent the Rotan's passing along the middle of the river, where the law required her to go; and the Rotan must therefore, be held in fault.

2. The Commerce, on the other hand, cannot be acquitted of blame. She had no proper lookout; because the men forward were busily engaged in other work. The captain at the wheel could not see properly. He did observe, as he testifies, that the Rotan was crossing his bows to go inside of him. Had a proper lookout been kept, it would have been seen that the Kirk was in tow of the Rotan, and when the Rotan with such a tow was going inside under such circumstances, it was the duty of the Commerce at once to port her wheel in order to avoid the evident danger of collision which the faulty manœuvre of the Rotan involved. Had the wheel been ported in time, when this course of the Rotan and her tow should and would have been seen by a proper lookout, I cannot doubt that the collision would have been avoided. The captain ported but to late, because there was no lookout to observe the Kirk in time.

The fault of the Rotan in going inside does not relieve the Commerce in this respect.

(The Maria Martin, 12 Wall, 31; The Pegasus, 18 Fed. Rep., 46; The B. and C., 18 Fed. Rep., 543; The Vim., 12 Fed. Rep., 906.

The libelant is entitled to a decree for half his damage with costs.

If the parties do not agree, a reference may be taken to compute the amount.

April 21, 1884.

## STRAITS OF MACKINAC.

*Special Correspondence Marine Record.*

DETROIT, May 5.

The Straits of Mackinac is from five to twenty miles in width and extend from east to west about thirty miles, embracing several important islands beside Mackinac, the largest being Bois Blanc, lying near the head of Lake Huron. It was between this island and the main north shore that the fine steamer Garden City, of 450 tons burden, was wrecked May 16, 1854, during the second year of her existence. Until reaching well out on Lake Michigan, beyond Waugoshance, it needs careful pilotage, during darkness or thick weather, to navigate this channel. Grosse Isle and Isle St. Martin lie within the waters of the Straits, eight or ten miles north of the island of Mackinac. The opening of this passageway usually occurs during the month of April. The latest, however, was on May 27th, and the earliest, March 9, 1882. The following is the opening of that thoroughfare for forty-seven years with the names of the first craft to pass either way.

1837—May 27, steamer James Madison, bound west.
1838—April, 25, steamer Pennsylvania, bound west.
1839—April 29, steamer Columbus, bound west.
1840—April 16, steamer Chesapeake, bound west.
1841—April 24, steamer Great Western, bound west.
1842—March 25, steamer Chesapeake, bound west.
1843—May 7, steamer Bunker Hill, bound west.
1844—April 9, steamer Missouri, bound west.
1845—April 4, propeller Hercules, bound west.
1846—April 9, steamer Bunker Hill, bound west.
1847—April 28, steamer Louisiana, bound west.
1848—April 12, propeller Manhattan, bound west.
1849—March 31, schooner Petrel, bound west.
1850—April 3, schooner Republic, bound west.
1851—April 3, schooner Republic, bound west.
1852—May 8, propeller Wisconsin, bound west.
1853—April 17, propeller Forest City, bound west.
1854—April 25, brig Globe, bound west.
1855—May 1, schooner Republic, bound west.
1856—May 2, schooner David Tod, bound west.
1857—May 1, steamer Lady Elgin, bound west.
1858—April 3, schooner Fred Hill, bound west.
1859—April 4, propeller Prairie State, bound east
1860—April 12, propeller Buckeye, bound east.
1861—April 25, propeller Prairie State, bound east.
1862—April 19, same steamer, bound east.
1863—April 19, propeller Maine, bound east.
1864—April 22, same steamer, bound east.
1865—April 19, propeller Montgomery, bound west.
1866—April 29, same steamer, bound west.
1867—April 22, propeller City of Boston, bound east.
1868—April 19, propeller Lowell, bound east.
1869—April 24, propeller Young America, bound east.
1870—April 17, propeller City of New York, bound east.
1871—April 2, steambarge East Saginaw, bound east.
1872—April 28, propeller Champlain, bound east.
1873—May 1, propeller Idaho and others, bound east.
1874—April 29, propeller Japan, bound west.
1875—May 6, steambarge Superior and consort, bound east.
1876—April 28, propeller St. Albans, bound east.
1877—April 16, a clear passage but no vessels at hand for several days.
1878—March 15, steambarge T. W. Snook, bound west.
1879—April 22, schooner R. C. Crawford, bound west.
1880—April 5, propeller Granite State, bound east.
1881—May 8, propellers Fremont and J. L. Hurd, bound west.
1882—March 9, tug Winslow and barge, bound west.
1883—April 29, steambarge S. J. Macey, bound east.
1884—April 24, steambarge Mary Mills, bound west.

## PORT COLBORNE.

*Special Correspondence of the Marine Record.*

This place, as is generally known, is situated at the western terminus of the Welland canal, on Lake Erie, and twenty miles west from Buffalo. The canal, since its beginning, has had three outlets to reach Lake Erie, the first being via Port Robinson, on the Welland river, thence to Chippewa, on the Niagara river. From the latter points vessels for a time were towed by horse power to Lake Erie. The first passage of vessels by this route was in 1831, being made by the schooner George H. Boughton, (American) and the Jane Ann (British), and the event was celebrated with considerable eclat. The second terminus was at Port Maitland, some twenty miles further west than the one at present in use. In 1845 the outlet at Port Colborne was completed, and for several years vessels engaged in the grain trade could pass through it. But ten years afterward there were at least twenty propellers that could not use the canal from Lake Erie. The following are the dates of the opening of navigation at Port Colborne for the past twenty-four years, with the names of the first craft to either arrive or depart:

1860—April 16, schooner Elk and others depart.
1861—April 16, propellers Cleveland and Ontario arrive.
1862—April 4, brig Bremen and others depart.
1863—April 5, schooner Lewis Wells departs.
1864—April 13, propeller Michigan, from Toledo, arrives.
1865—April 17, propellers Granite State and Wisconsin arrive.
1866—April 23, propellers Prairie State and Michigan arrive.
1867—April 18, propeller Empire and others arrive.
1868—April 1, steambarge Henry Howard departs.
1869—April 23, propeller City of Concord departs.
1870—April 20, schooner J. B. Penfield arrives.
1871—March 28, schooner M. L. Collins departs.
1872—April 21, propeller City of Toledo arrives.
1873—April 21, propeller Oswegatchie arrives and schooner Montauk departs.
1874—April 9, steamers and vessels arrive and depart.
1875—May 2, schooner Portland arrives.
1876—April 22, schooner H. Dudly towed through ice to open water.
1877—April 12, schooner Thomas S. Merritt departs.
1878—March 14, navigation open at all points.
1879—April 22, several vessels arrive and depart.
1880—May 1, several craft, sail and steam, arrive and depart.
1881—May 2, schooners Ida Walker and Jennie Matthews depart.
1882—April 20, schooner Belle Hanscomb arrives.
1883—May 5, steamers and vessels pass either way.
1884—April 21, schooner Grace Whitney and barge Albany depart. J. W. H.

## NAUTICAL NOTES.

The name of the schooner J. Maria Scott has been changed to White Star.

Advices state that it is not safe to load a vessel to fifteen feet to cross the Lime-kiln reef.

The Richelieu and Ontario Navigation Company's boats will commence to run about the 10th of May.

The schooner City of Green Bay and R. B. Hayes, leading, Chicago to Buffalo, were the first sail vessels through the straits this season.

The first cargo of ore this season was delivered in Cleveland by the schooner J. H. Breck last Thursday and consigned to John N. Glidden.

The schooner H. D. Moore, wrecked last fall, was towed into the Chicago river April 30 by the tug Irma Wheeler, of the Canfield Tug Line, badly battered.

The Goodrich Line will put the Corona on as a tri-weekly between Manitowoc and Sturgeon Bay, via Death's Door and taking in nearly all the towns on the peninsula.

Charles Paine, formerly with the Anchor Line at Erie has been appointed agent at Washburn, Minn., and takes a force of thirty of the old Anchor Line hands with him.

The propeller Buckeye, which has been running for some years between Chicago and Muskegon, will go into the lumber trade, plying between Bay City and Buffalo.

On account of low and unprofitable lake freights, the Wabash line of steamers, consisting of four large propellers, have been laid up at Toledo and the crews discharged.

The Canfield wrecking and towing Company will have a new tug built to take the place of the C. Williams, recently destroyed by fire. The new tug will be ready for the fall business.

The tug Red Jacket, built at Buffalo in 1863, is no more. Her worm eaten remains were towed out in the lake at Chicago and sunk. She was once a popular harbor tug. About 15 years ago she exploded her boiler near the mouth of the river, killing Captain Rufus Green and two others. She was raised and her machinery placed in the tug Martin Green which was used to tow her out on her last voyage.

## GENERAL NEWS.

The Greely flagship Thetis sailed from New York Thursday for the Arctic region.

The decrease in the public debt of the United States for April amounts to $5,232,000.

Barclay & Caile's shipbuilding establishment, in Glasgow, was burned Thursday. Loss, $100,000.

Two suits have been begun in Boston, each for $50,000 damages for the loss of passengers by the wreck of the ill-fated steamer City of Columbus, off Gayhead.

The grain agents of the steamship companies in New York view the situation with dismay, as threatening them with a very dull summer in the freighting business.

The Schuylkill navy has finally decided not to invite the National association of Amature Oarsmen to hold their regetta in Philadelphia, and the choice of place now seems to lie between Watkins and Oak Point.

Information comes from Quebec that preparations for carrying out the scheme of lighting up the St. Lawrence river buoys with gas are in active progress, and it is expected that most of them will be so lighted by the middle of the summer. Each buoy will be supplied with a sufficient quantity of the fluid to burn for about three months.

The shipment of lumber, etc., from Alpena for the week ending April 28 were as follows: To Sandusky, 1,126,000 feet of lumber and 2,000 cedar posts; to Cleveland, 1,317,000 feet of lumber, 50,000 shingles, and 2,300 cedar posts; to Detroit, 620,000 feet of lumber; to Chicago, 10,000 cedar posts. The total shipment of lumber this year was 3,637,000 feet.

A white squall caught a party of tourists moving across a Lake in Scotland, and threatened to capsize the boat. When it seemed that the crisis was really come, the largest and physically strongest in the party in a state of intense fear said, "Let us pray." "No, no, my man," shouted the bluff old boatsman, "let that little man pray; you take the oar."

The House of Representatives on April 26 passed the Dingly bill for the relief of shipping together with the amendment making it lawful for any citizen of the United States to import iron and steel steamships of not less than four-thousand tons free, and entitling such vessels to American registry, provided they were owned exclusively by Americans and not to be employed in the coastwise trade.

In the River and Harbor Appropriation bill Chicago is down for $100,000. The sum for the Calumet river is not fixed. The sum fixed for Milwaukee is $85,000: Lime Kiln Crossing, $100,000; Sand Beach, $75,000; Hay Lake Channel, $125,000; Saginaw river $50,000; Muskegon harbor, $25,000; White river, $10,000; Ludington, $10,000; Manistee, $20,000; Frankfort, $5,000; Marquette, $15,000; Grand river, $25,000: Charlevoix, $10,000; Cheboygan, $10,000; St. Joseph, $15,000 South Haven, $7,500; Menominee, $10,000; Belle river, $2,000. Surveys are ordered at Lac La Belle and Petoskey Harbor.

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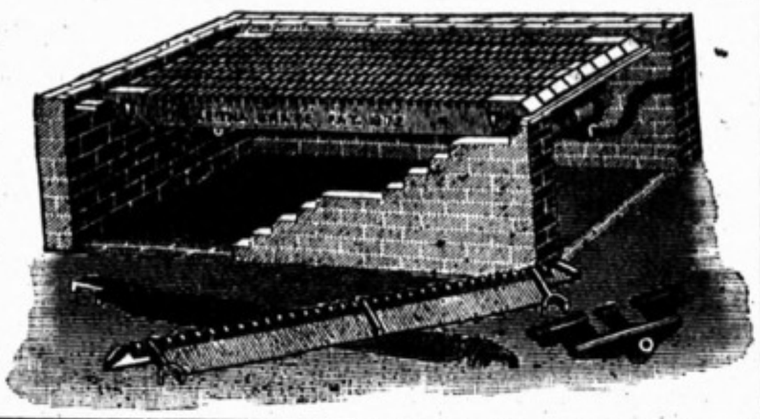

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Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4,700, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

**FOR SALE,**
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## *THE SHIPPING BILL.*

In passing Mr. Dingley's shipping bill the lower house of Congress tacked on to it an amendment that will be very apt to ride it to death. Mr. Dingley's bill was intended to relieve ship owners of certain burdens. It abolished the marine hospital tax, reduced the three months' extra wages to one month's wages, abolished consular fees, reduced the tonnage tax, etc. Its provisions were simple. The bill effected wholly indigenious enterprise, was satisfactory to American vessel interests, and generally considered to be a good thing. If it had been allowed to pass as originally drafted it would have accomplished its purpose and worked harm to no one. Consequently it had no enemies and was pretty sure of plain sailing. It was too much, however, for the mischievous nerves of free trade Sam Cox to stand. He no sooner saw the buoyant shipping bill ready to start off on her prosperous cruise than it occurred to him that she would be a splendid craft on which to float some of his dogmas. She was not going his way, he knew the load would find no purchasers at her port of destination and that her master recoiled with natural American instinct against carrying such a cargo; but he had the opportunity and he could not resist the chance of deciding definitely a question upon which he secretly had the greatest doubts, namely, whether an American ship could possibly keep from sinking with a cargo of free trade theories aboard. So he freighted her with an amendment providing that foreign built ships of not less than 4,000 tons burden, bought and owned by citizens of the United States, may be admitted free of duty. Our readers can readily see that this amendment is to permit the buying of ready made foreign ships, built with cheap labor and material and bringing them into this country without paying the duty the law now imposes alike upon foreign ships or foreign material of which they are made. In other words, it is a flat-footed free trade measure. We have stated our purpose many times not to discuss the free trade interest except where it affects the maritime interests, when it would be our object to do so impartially, and always for the greatest good to that industry. The vexed question now is, why did Congressman Cox attach that issue to the shipping bill? It is in no way related to it. There would have been just as much sense in tacking it on to the bankruptcy act, more, in fact, for free ships means bankruptcy to a pretty large class of citizens. But the fact is he wanted to see what would become of his free ship dogma when it reached the Senate. He is loaded down with these free trade theories and it is doubtless an instinct with fling him, like a boy with a handful of burs, to them wherever he thinks they will stick. It is purely mischievous, however, and the Senate has seen it in that light. At all events it is not to be allowed to remain a part of the Dingley shipping bill. It turns that into a curse which would have been a blessing to ship owners. Even if free ships were a good thing, this amendment is out of place attached to the shipping bill, for the reason that the shipping bill does not touch the question of tariff in the remotest way, while the free ship clause is purely a tariff question. The free ship amendment permits free entry to foreign built ships of over 4,000 tons burden, when purchased by Americans. Our tariff laws impose a duty on lumber and iron, the material which compose these foreign ships, and also on foreign ships themselves, and along comes Mr. Cox, who, knowing that the tariff laws are intact, and are likely to remain so, inserts a proviso to allow ships to be brought in free of duty. It is a tremendous breach he would make by throwing this bomb through the tariff wall. Under the present law, if an American purchases a foreign ship he must pay a duty on it to protect our shipbuilders; if he wants to evade that he must pay a duty on the material, and thus give our shipbuilders the work of constructing it. This free ship clause sweeps away every one of these guards at once. It gives permission of free entry to ships built by the cheap labor of foreign countries, and would bring down the wages of American workmen to a corresponding figure, which would wipe the industry out of existence. Neither would its effects stop at the shipbuilding industry. They would ramify the iron and steel interest in all its various forms and branches and work ruin to a now slowly recovering branch of business. There can be no sound argument made in defense of this free ship scheme. If our tariff for protection is pernicious let it be proceeded against honestly and systematically. Let the people be convinced that it is pernicious and it will be eradicated. But the task of convincing them will be of such duration, and the evolution from protection to free trade so gradual, that our industries can accommodate themselves to the change without serious detriment to any one. We can not, however, believe in any such theory of evolution that involves a leveling process. We believe in an upward grade not a downward. We do not see for America any future good in a scheme that seeks to bring her workmen down to the condition of European peasantry. We are still more firm in the opinion that the public will not uphold Mr. Cox's sneaking way of destroying the tariff laws by tacking his torpedoes to the tails of beneficent measures introduced in Congress.

## *THE DULUTH CUSTOMS DISTRICT.*

A bill introduced into the Senate by Senator Beck of Kentucky provides for the reconstruction and consolidation of the customs districts of the United States, and virtually wipes out a number of them. We will not now question the wisdom of this measure only so far as it concerns the facilities for the transaction of business on the lakes, viz.: The removal of custom houses from the proper grographical location and establishing them in inland towns, whereby a city is constituted a port of entry which in reality is no port and has no harbor, no navigation interests, and no national boundry line. It is possibly true that some of the customs districts on the Atlantic coast should be consolidated, on the ground of economy so that they may be self sustaining, which they are not now, but as regards the merit of some other changes considered by the measure under discussion we can not comprehend, one of which involves the transfer of the customs offices, with all the business pertaining thereto, from Duluth, a city of much population, many maritime interests, and a natural port of entry, situated at the very head of lake navigation, with a long national boundary line, and clearing and entering during a single year (1883) vessels of the largest class, representing a tonnage of over 800,000 tons, to St. Paul, an inland city, without any of the above advantages, and no marine commerce whatever, presents itself to our mind as a reversal of the eternal fitness of things, as the tail wagging the dog, or as another "Villard blind pool," wherein the Oregon Navigation Company gorged itself with the Northern Pacific Railroad Company the connecting link between Duluth and the Pacific seaboard.

In case this measure is passed without necessary amendment, gross injustice will be done to Duluth in favor of St. Paul, Minn. It will appear to all who are acquainted with the relative merits of the cities above mentioned that the Kentucky Senator has made a very wild discrimination, either by reason of the poor logic he has brought to bear on the advantages of the grographical location of the cities to be affected by the proposed changes in that district, or the influence of the counsel he has had from representatives of the latter city, who are watching with uneasiness the rapidly growing importance of Duluth. We can not adapt the situation of St. Paul to our definition of a port of entry, a port or town where foreign goods first enter our territory and become subject to customs duties. Hence we consider the ground occupied by a committee, appointed by the Duluth chamber of commerce, well taken, viz.:

"I. St. Paul is an inland city 150 miles from the nearest mooring grounds of any marine vessel and has no commerce that requires customs reports and clearances. In explanation of this assertion it is hardly necessary to say that inland river steamboats, such as run to and from St. Paul, are not required to report and clear at any custom house. River steamers are in this respect the same as railway trains or canal boats, absolutely free from customs surveilance, except at points where they cross to or from foreign territory with which we are not in an absolute state of reciprocity, and as St. Paul is not located at any such point said city cannot be in fact a port of entry for the proposed district.

"II. St. Paul is situated some 250 miles from the International boundary line, and the fartherest removed of any city of the proposed district for the transaction of the actual customs business of a port of entry. She is in a position where she can only have dutiable goods shipped to her in bond for delivery and appraisal; hence can never be, either in the meaning of the word or as a matter of fact, the proper place for the principal port of entry for a customs district that has navigable lake coasts and an international boundry line.

It also seems unreasonable that such a vast area of territory, comprising the states of Minnesota, Montana, Idaho and Dakota, should be included in one customs district, covering as they do twelve hundred miles of international boundary line, when the bill in all other instances provides for one to eight districts in a single state, the higher number applying to New York, and Texas on the southern border, occupying the same relative position that Minnesota does on the northern, is honored with five distinct customs districts. We take it, that in case the territory above noted is included in one customs district Duluth, the principal port, should be made the port of entry and the seat of the government offices; that the collector of customs should have his residence there, not 250 miles from the nearest boundry line, and 150 miles from the nearest marine port, as would be the fact if he were resident at St. Paul. We also consider Duluth the proper place for the location of the United States civil engineer, now located at St. Paul, that the needs of the harbor may be attended to without delay in order to accommodate the deep draft vessels now plying into that port; and that the United States inspectors of hulls and boilers, instead of being located at Marquette, should be centered at Duluth on account of the greater shipping interest there and which requires their closer attention. We must say that Duluth, fancying herself strong in her natural commercial importance at the head of lake navigation, has let many advantages slip by her and is but now awakening to the importance of asserting herself.

The bill in question has passed its second reading in the Senate and is now in the hands of the committee on commerce. We deem it the duty of Hon. Knute Nelson, representative of the Duluth Congressional district, and of all the lake shore representatives in Congress, to advocate before the committee and in the halls the true interests of their constituents, which will include the interests of navigation, an amendment to the section which applies to the Duluth customs district so that it may continue Duluth, a growing and prosperous city and the principal shipping point of an enormous grain area, as the port of entry, and thereby save the annoyance and vexation to the vessel interest that would be experienced with the port of entry 150 miles inland.

THE annual regatta of the Northwestern Association of Oarsmen, will be held at St. Clair, Mich., this season. The Farragut boat club, of Chicago, will contest the honors.

## PATENT APPLIANCES.

We have recently examined a very voluminous printed copy of testimony taken before the Circuit Court of the United States, District of Maine, in the equity case of the American Ship Windlass Company vs. Thomas W. Hyde, a case which involves infringements on valuable appliances or machinery invented and owned by the above company, and which would have been decided at the spring term of said court but for the resignation of Judge Lowell, but which will again come up for hearing at the next term of the court, at Portland, Maine. In the meantime, Mr. Hyde, recognizing his liability, has discontinued the use of the locking gear involved in the case and gives public notice to that effect. In order to insure itself of the full benefits and advantages accruing from the use of their many valuable inventions to the ship windlass, the Providence company has been to much expense and has complied with every letter of the patent laws and purpose to institute further proceedings against other firms who are infringing on this and other patents belonging to the company. The patent act of 1836 provides that whenever any action for damages for infringement of or tresspass on the rights of a patentee a verdict is rendered for the plaintiff, the court may render judgement to any sum above the amount found by such verdict as the actual damages sustained by the plaintiff, but not exceeding three times the amount thereof, according to the circumstances of the case, with costs, and which may be recovered by the persons legally authorized in any court of competent jurisdiction. Infringement may also be remedied, as above, by a bill in equity for an injunction and an account.

REPRESENTATIVE CONVERSE'S amendment to the Morrison tariff bill will include a section providing for a reduction of 10 per cent of duties which now are, or hereafter may be, provided by law on all merchandise imported into the United States from any foreign country in vessels of American registry for a period of not less than ten years, but which shall not be operative until notice has been served upon foreign governments under treaty stipulations.

THE Aquatic Monthly for April, a magazine which has already become authority in its field of information, contains much valuable matter for lovers of aquatic sports, including an article from the pen of Charles E. Chase, entitled "Down the Ohio in a Canoe," and "Hints on Rowing" by Robert B. Johnson.

THE National Association of American Oarsmen has decided the fine point at the recent meeting, that a junior oarsman is one who has never pulled in a senior race or won a junior race except in a regatta of the club to which he belonged.

A GENERAL provision was made in the river and harbor bill before Congress to prevent obstruction to navigation by bridges.

[*Concluded from 1st page.*]

## DULUTH.

*Special to the Marine Record.*

DULUTH, May 5.

Navigation opened at Duluth with the departure of the tug T. H Camp at 10 a. m., May 1st, for Two Harbors on the north shore. She was followed by the steamer R. G. Stewart at 2 p. m., for the same place. At 3 p. m., the same day the barge Osceola, Captain Murch, of Ward's Detroit & Lake Superior line, cleared for Buffalo with 8,000 bushels of wheat, and 3,000 barrels of flour, etc., the first clearance of the season for the lower lakes. The Sarnia propeller Quebec was delayed on account of some boiler tubes which did not arrive at the specified time, but she departed for north shore Canadian ports, May 4th, with flour and 275 passengers.

The same day the steambarge Wallula, towing the Newcombe and Guido Phister, and the D. M. Wilson, towing the Manitowoc, all wheat laden, departed for Buffalo. The Egyptian and Peterson will leave tomorrow, the 6th inst. Meanwhile heavy ice is yet in sight on the south shore, and fears are entertained that it may yet come back and cause trouble. But lake men seem to think that as long as it does not jam in hard enough to pack there is no danger to an uninterrupted navigation at this end of the lake.

B.

### CHICAGO.

*Special to the Marine Record*

On Thursday last schooner Hunter Savidge, in tow of the tug Shields, ran into the jibboom of the schooner Ada Medora, lying at the lumber market, and took out her own fore top mast.

The Chicago Sail, Tent, Awning and Flag Manufactury, over 244 South Water st. cor. Franklin, have had a busy time making new sails for several schooners and repairing a large number of vessel sails. They make a specialty of yacht sails.

The schooner A. E. Vickery, formerly the J. B. Penfield, bound from Chicago to Black river laden with oats went on Middle Island Reef last Friday morning in a heavy gale and snow storm. The tug Swain with divers and pumps went to her assistance, she was partly lightered, and the tug succeeded, in getting her off and towing her to Black river.

The schooner John Miner, grain laden, Captain John Higgie, encountered the brunt of the heavy gale on Thursday night last, and was forced to put back to this port to replace her foregaff, lost during the storm.

The schooner M. L. Higgie was alse out in the gale, and sprang a leak. A tug picked her up and towed her to this port, and to an elevator to discharge her cargo of wheat, of which about 8,000 bushels were found damaged.

The tug Wilson Brothers went ashore at the foot of North avenue Thursday morning in a dense fog. She was released the same evening by the aid of a dredge and tug.

Grain freights are 2c. for corn 2¼c. for wheat to Buffalo 1½c. on corn to Gorgian Bay ports.

Rosel Downer, sub marine diver is at work on the tug Protection, which went ashore off Saugatuck last fall. Her boiler and engine will be removed. Her hull is half full of sand, but hopes are entertained that she will be rescued and brought into port again.

The schooner Reindeer laden with pig iron went ashore about 5 miles north of the piers on Sunday morning in a dense fog. The life saving crew went to her assistance and took a line from the schooner to the tug Paddy Murphy, which succeeded in getting her off and towing her into port. The schooner did not sustain much damage.

A large number of steamships arrived on Monday from the lower lakes comprising the Boston, Arabia, H. J. Jewett, Fred Murcur, Clyde, John N. Glidden, Clarion and Cuba.

On Thursday last the schooner John Kelderhouse, grain laden, in tow of the tug Union collided with Twelth street bridge, doing considerable damage to the bridge and carrying away her jibboom.

The schooner H. C. Winslow, Captain Sam Murdock, arrived from Alpena Sunday, with cedar posts. She is the first sail arrival from a Lake Huron port this season.

The new schooner which is being rapidly gotten on with by Wolf & Davidson at Milwaukee will have one of the celebrated Chester Fog Horn's to make her outfit complete.

J. H. Randall yacht and boat builder, at Miller Brothers shipyard, is building some very handsome row boats, 15 feet long, 3 feet 10 inches beam, 16 inches deep, they are built of the best white pine and California red wood in alternate streaks, with brass knees and breast hooks, which give them a very fine appearance, they are for sale.

Last Thursday Captain Ed. Comerford appeared before Justice C. Arnd, charged with shooting with intent to murder Charles Nelson, on board the schooner F. L. Danforth, on the 29th April. The prosecutors. physician stated that he was not in fit condition to attend and give evidence, and Captain Comerford was bound over to the next session of the criminal court, Captain J. L Higgie stood bond for him in $2,000.

C. Nelson was taken to the hospital where he is doing well.

Donaldson Brothers, shipsmiths at Miller Brothers shipyard, find their new machinery and steam hammer, which strikes a two ton blow, a great acquisition to their means of doing work on vessels. They have made a large number of knees for the schooner Garrett Smith, have been doing considerable work on the schooners James D. Sawyer and Watertown, have supplied the steambarge Emma E. Thompson and ironed Captain Davis, new pleasure yacht Josie Davison.

### FRANKFORT.

*Special to the Marine Record.*

The small schooner The Hope of Charlevoix, Captain John Smith, laden with scrap iron, junk, fish, etc., ran ashore at 1 o'clock this morning on Point Betsy. The life saving crew were promptly on hand and rendered valuable assistance. They notified the tug Dudly P. Hall, which worked a few hours and released and brought her into the harbor. The vessel's bulwarks etc., are damaged. The life crew unloaded her cargo on the beach to lighter her.

It blew a gale from the northwest all night and this morning (May 2d) three inches of snow covered the ground and every thing wore a wintry aspect. In conversation with Mr. Slyfield, I learned that on the 8th day of June, 1854. The brig J. Y. Scammon was wrecked on South Manitou Island and that snow fell to depth of eight inches, but a heavy rain followed and every vestage disapeared in a short time. Mr. Slyfield was light keeper there at the time.

A. Vorce, formerly of Sackets Harbor, N. Y. has been appointed keeper of Frankfort pier head light. Mr. Vorce is an old sailor and fully realizes the responsibility resting on a light keeper and will no doubt prove a good man for the service.

Point Betsy lighthouse is about worn out. It has done good service and the lighthouse establishment should build a new one as it is the most prominent on the east shore and no skipper rests easy until he sees old Betsy flash out its glare on the waters, then he can lay his course for the straits with a certainty. C. B.

### SANDUSKY.

*Special to the Marine Record.*

SANDUSKY, May 7.

Business along the docks is brightening up fast. Vessel men have already begun shaking their wise heads and predicting a poor season, but to a casual observer, the season would be spoken of as very encouraging. There is a scarcity of vessels, the usual complaint, but the rates on coal advance but little. Vessel rates on coal to the following ports are quoted as follows: Detour 65 to 70 cents; Green Bay, 65 to 70 cents; Mackinac, same; Marine City, 35 to 40 cents. The only thing needed now is plenty of carriers to these ports.

The following lumber charters are reported for the Plummer Lumber Co.: propeller Handy Boy and barge Nellie, from Harrisville, p. t.; barge Emeu from Tawas, $1.50; barges Joseph and Saginaw from Bay City, $1.50.

The tug Mystic, of this port, towed the schooner Jura from Huron Monday to this port. The schooner loaded 414 tons of coal for Mackinac.

The first consignment of coal from Oswego to this port this season, arrived on Monday. The barges Casey and Maize, in tow of the propeller Abecorn, brought the coal, which was consigned to Fred Groch.

The tug Annie Robertson, of this port, has been completely overhauled. She has a new cabin containing three berths and room for stove. The tug is 54 feet in length, and is a speedy craft, as can be vouched for by your correspondent. The owners, I see, have an advertisement in the RECORD, they wishing to sell or exchahge her. She is a dandy.

Instead of Ohlemacher Brothers' craft being launched Monday, April 28th, the following Thursday was the eventful day. The affair passed smoothly, and the Norina sets nicely in the water. The model causes many complimentary remarks, and Captain Monk, the builder is congratulated for building such a fine craft.

The water at this port was lower on Friday than for two years.

The Anchor line propeller Clarion called at this port on Monday for 300 tons of merchandise. This was the first trip of the season.

The propeller Johnson loaded coal for Marine City Thursday, p. t.

The propeller St. Paul cleared for Duluth Friday, with 5,000 barrels of lime shipped by John H. Hudson for the Marblehead Lime Company. This propeller belongs to Ward's Transportation Line. The St. Paul has been converted into a regular freight propeller, all of her upper works having been taken away. C. P. W.

### ALPENA.

The cargo of the schooner Vickery, ashore at Middle Island, is being removed by the propeller Fern. The tug Swain with pumps is still at work on her.

### BUFFALO.

*Special to the Marine Record.*

The steamer Harry E. Packer, grain laden from Chicago, in attempting to get through the ice embargo, broke all the buckets off her wheel. The tug Fiske has been dispatched to get her into port.

Local coal freights remain firm at 75 cents. A prominent coal shipper estimates that there are now in Buffalo ready for shipment 250,000 tons of coal, the largest amount ever known to be here for shipment at any one time.

The Italian dock laborers have thus far loaded steamers with but slight interference from the 'longshoremen. It is rumored that grain shovelers will refuse to unload line propellers on their arrival here.

The propeller Onoko, whose passage from Chicago has been closely watched by cargo insurance companies, arrived here on Sunday evening with everything in good shape.

While towing out through the ice the schooner Crosthwaite collided with the steamer Onoko, which was coming in. The schooner lost her jibboom and bowsprit. The Onoko's damage was slight.

The steamer Gault, of the Wabash line, loaded at the Erie docks, union men being employed. The propeller New York, of the Union Steamboat Company, was loaded by Italians. All quiet.

### ASHTABULA HARBOR.

*Special to the Marine Record.*

The steamer Iron Chief, from Buffalo for Lorain, to load coal for the uppper lakes, ran aground in a fog near this port on Wednesday morning, and broke the buckets off her wheel and caused a collision with her tow, which surged on her and broke some of her stanchions and railing and injured her cabin. The tug Red Cloud went to her assistance and succeeded in getting her off and took her into Fairport. C. G.

### PORT HURON.

*Special to the Marine Record.*

The prospects in regard to an early contest relative to the rights of ferry companies at this port promise to cause much public inconvenience, and it is to be hoped that it will be tided over. Mr- Longhead, who has secured a monopoly of the ferry business, a right which has been granted Sarnia for fifty years, thinks that it is to his interest to interfere with the landing of the Port Huron boats.

The Kasota, Captain Byron Inman's new command, made her appearance at this port on Saturday morning, and was much admired by a great many people assembled upon the docks.

The tug Castle, burned last fall, has been rebuilt and will be finished ready for business in a short time.

Ed Fitzgerald, last season captain of the Barnum, lett in charge of the schooner M. Lyon. Captain Monk having been injured on this up-trip, was not in condition to take charge of his vessel. Q. M.

### STURGEON BAY.

The tug Gregory, Captain Burnham, arrived here from Manitowoc last Sunday evening, and is to be stationed at this port during the season. She will engage in wrecking whenever her services are required, and for this purpose has been equipped in the best manner. She has two steam pumps and all other necessary appliances for this business. During the past winter about two thousand dollars has been spent in repairs.

The new boiler of the tug C. M. Charnley has been condemned by the government inspectors at Milwaukee, and the old one replaced. She will meet Rand & Burger's tug Gregory at Milwaukee and relieve her of her tow for Chicago.

### KINGSTON.

The hull of the new steamer at Clayton will be launched about the 10th.

The steambarge Gatineau will be ready by the 10th instant for the season's trade. She will run from Kingston to Montreal

### AMHERSTBURG.

Tuesday evening the steambarge Niagara, with 17,000 bushels of rye for Walkerville, ran aground on Ballard's reef, Grosse Isle, when part of the cargo had to be transferred to Kevill's lighter. The barge and lighter on Thursday morning, returned to this port, when the cargo was replaced and the Niagara proceeded on her way.

A steamer from Rond Eau to Cleveland will in all probability be placed on the route to connect with the Erie & Huron during the season, as negotiations are now being entered into with that end in view. If successful, tri-weekly trips will be made each way during the season and the steamer will be available at the Eau for excursion parties on the lake.

The tug Kate Moffat took 107 tons of slack coal on Wednesday and Thursday, at O. Young & Co's. dock. They will now be able to proceed with the erection of their high dock, alongside the warehouse.

The barge Charles Hinckley ran hard aground about two miles east of Bar Point Friday night, during a gale. The effect of the gale here has been to lower the water on the Limekilns two feet. It is expected the Bar Point and Colchester lightships will be put into position to-morrow.

The schooner Admiral, which will be the light ship on Colchester reef this season, was stationed on Saturday until a red light is proeured from Ottawa. Only a white light will be exhibited. Captain Frank Hackett has charge of the ship. The tug Champion and a lighter was working on the barge Charles Hinckley, which is ashore below Bar Point. Part of her cargo of coal was jettisoned.

### OSWEGO.

The schooner M. J. Cummings, Captain Charles Tift, was dismantled in the gale on Friday, and anchored nine miles west of Oak Orchard. The schooner Mary Copeley carried away her foresail, foregaff topsail and jibs by the same gale, but got into Charlotte all right. The schooner Mott lost her jibstays and stay sails.

The tug Charley Ferris, which left Oswego on Saturday to look after schooners M. J. Cummings and Mary Copeley, reached Port Dalhousie on Sunday with the schooners in tow.

Captain Charles Read of the schooner L. B. Stone has completed the work of placing the buoys at the entrance to the St. Lawrence river.

The Oswego Times says: L. B. McMurrich received a dispatch stating tnat the schooner Nellie Theresa, Captain Dan O'Hagan, had gone ashore at Port Hope and was a total loss. The schooner was owned by Captain O'Hagan and left here April 30th, loaded with glass sand for Hamilton. The Nellie Theresa is insured in the agency of Mollison & Dowdle, for $2,000.

A dispatch, received from Captain Kerr of the schooner Hartford, states that the schooner arrived at Port Dalhousie safely, carrying away some portion of her rigging which will detain her until Tuesday. The Hartford is the first of the fleet to reach Port Dalhousie.

Mollison & Dowdle received a dispatch to the effect that the schooner Ariadne had got into Kingston with the loss of her foremast, main topmast, foresails and some of her gear. She is insured.

The large tug Alanson Sumner, lying near Goble & McFarlane's yard, took fire on Tuesday and the entire upper works were destroyed. She was one of the largest tugs on the lakes and had recently received considerable repairs. Captain Daggett and the crew had a narrow escape, being obliged to leap into the water. The schooner Type, lying alongside of the Sumner, suffered damage to the extent of several hundred dollars.

### MILWAUKEE.

The schooner J. C. Bauer was docked at the Milwaukee shipyard Monday, and the steambarge Mary Mills on Tuesday.

On Monday the schooner Cuba went into Wolf & Davidson's dock.

The new steambarge Alta, recently launched at Bay City, has left on her maiden trip for Escanaba to load ore.

The steambarge Thomas Smith is expected from Chicago to-day to be docked at the Milwaukee shipyard for a new Sheriff wheel.

Coarse freights are dull, and rates are unchanged, although shippers claim that the present rates cannot be paid unless better prices are received. The best maple wood by the cargo is now selling as low as $4.75 per cord, and shippers claim there is no money in handling it when freights are $1.75 and $2 per cord.

### GRAND HAVEN.

The schooner Ottawa, which arrived from Michigan City yesterday, has been taken to Robertson's shipyard and will undergo a through rebuild. It was discovered when the lumber was taken out of her that she was afire in two places, forward and aft. There was no fire amidships.

## CHICAGO SHIPYARDS.

*Special to the Marine Record.*

CHICAGO, May 5.

The pleasure steamer built by Paul Paulliot, yacht and boat builder here, for Captain R. A. Davis, has been named the Josie Davison, after Captain John Davison, the ship-chandler's daughter. The yacht is having her awning roof built, and she will be fixed up in excellent style. She is 65 feet long, 15 feet beam and 4 feet 8 inches hold. Her engine, built by Robert Tarrant, is a 9x12, and her boiler 8 feet long and 4 feet in diameter. She will carry about 150 passengers, and will run excursions from Randolph street viaduct to the north Government pier, the crib and Lincoln Park, in conjunction with the well known Barney. Frank R. McGregor will be in command, and John Harris, engineer.

Thomas Bageley, yacht and boat builder, under Lake street bridge, has put in an excellent winter's work, having built a steam-yacht 28 feet long, 8 feet beam, and 3 feet deep, for George H. Brown, of Gatesborough, Ill.; a sail yacht for the Fox Lake Club 25 feet long, 10 feet beam and 2½ feet deep, sloop-rigged with air chambers around her sides, two cock pits and cast iron ballast to fit in between the frames; a sail yacht 25 feet long for L. H. Bassett, South Haven, Mich.; a sail yacht 20 feet long for Geneva Lake; a 16-foot Whitehall boat for David Swing, of Geneva Lake; an eighteen-foot double-scull working boat of cedar with nickel plate rowlocks and black walnut trimmings for H. G. Withrow, Geneva Lake; a twenty-foot, double-scull working boat of cedar with nickel plate rowlocks and black-walnut trimmings, grating sheets forward and aft, and kelson sheet of black walnut and ash for Mr. Potter, of the South Side rolling mills; a sixteen foot Whitehall boat for J. C. Foot, of Belvidere, Ill.; a thirty-foot barge for the Lake View Boat Club; also a twenty-foot gig, clinker-built, nickel plate rowlocks, gratings black walnut and ash finished in natural wood; an eighteen-foot sail and row boat for John C. Middleton, of Highland Park; a twenty-two-foot centre board yawl for the schooner H. Jones; a twenty-foot yawl for the schooner Fleetwing; a twenty-foot steamboat yawl for J. Fitzgerald, Milwaukee: a nineteen-foot yawl for the schooner Howland; an eighteen-foot yawl for the Menominee Barge Line Co.; a sixteen foot yawl for the schooner Packard; an eighteen-foot yawl for the Illinois R. R. Co.; an eighteen-foot clinker lifeboat for a propeller; an eighteen-foot boat for the propeller City of Traverse, and a fourteen-foot yawl for the schooner Moore. He is converting a small sail yacht into a steam yacht for Mr. Chick, of the South Chicago rolling mills, and doing lots of repairs on boats.

Miller Brothers, shipbuilders, have been full of work all winter, keeping employed from 200 to 230 men. They have added to their steam saw mill a Menley saw for sawing logs and timber of any size into planks, etc. The following vessels have been in their drydocks since the commencement of this year: The schooner C. J. Magill for new deck and deck frames, plankshear, stanchions and rail and refastening; the barge Golden Age for a new stern post and rudder; the Peshtigo Co.'s barges Active, Alert and Advance for a thorough rebuild comprising new frames fore and aft, ceiling, centre box, plankshear, stanchions and rails and a large amount of outside planking; the schooner O. R. Johnson for new planks aft, new ceiling and stern; the propellers Oregon, Oceanica and R A. Packer for calking; the propeller John Otis for a new end to her shaft and a new wheel; the propeller Hiawatha for calking; schooner Winnie Wing for a rebuild, comprising new deck and deck frames, covering board, stanchions and rails; schooner A. Bradley for new clamps, deck frames, covering board, stanchions and rails; tug Admiral for some repairs; tug Crawford for a new end to her shaft; tug Monitor had her stern pipe fixed; tug James Sheriffs for a new shaft and wheel; tug Pet got a new wheel; barge Brunette for new frames forward and aft and new ceiling; steambarge Boscobel had her stern bearing fixed and top sides and deck calked; steambarge White and Friant for a new wheel and rudder; the propeller Lawrence for some kelsons, deck and deck frames; propeller St. Joseph got a new end on her shaft; the schooner Pilgrim had her bottom calked; propeller Buckeye a new wheel; steambarge G. P. Heath got a new end an her shaft; propeller Maine, a new wheel; schooner Clipper City, some calking; schooner Geo. L. Rand, new frames and ceiling; schooner Levi Grant, calking; tug Gardener to get a leak stopped; the iron propeller Lehigh, to get her bottom painted; steambarge Fayette had her stern bearing fixed; steambarge C. W. Moore had new end on her shaft; schooner Ida had her bottom calked; steambarge T. W. Snook for calking; tug Paddy Murphy for a new wheel; the steam pleasure yacht Welcome for calking; schooner James D. Sawyer for new covering board, stanchions and rails; schooner Ironsides for calking; schooner Oak Leaf for calking and repairs to rail and cabins; schooner Kate Hinchman, new frames fore and aft, ceiling, kelsons and outside plank; schooner Watertown, for survey and repairs; steambarge Almendinger for repairs to her stern bearing. The firm have also done repairs to vessels out of dock too numerous to mention.

T. W.

## SCHOONER FIRE.

Another fire on board of a sail vessel at sea occurred at an early hour Thursday morning, and but for the hard and determined efforts of the master and crew of seven men the craft would have been destroyed, and perhaps the men on board. Captain David Dall's schooner, the Annie Dall, sailed by Captain John Dall, a young son of the owner, who is a thorough seaman, left Muskegon on Wednesday with a cargo of slabs for Chicago, and when about in mid-lake, half way on the course the vessel caught fire in the forecastle from a stove, and before it was discovered reached the slabs in the hold, where a smoldering fire caused a dense smoke, and nearly suffocated the captain and crew in their endeavors to get at it and extinguish it. A sharp ax that was carried on board the vessel was brought into use, and holes were cut in the deck above the places where the fire was greatest, and the burning slabs were pulled out and water poured into the hold until the fire was quenched. Several hours were required in the work, and Captain Dall and his men were nearly exhausted when they had finished their task. The vessel was brought safely into port Wednesday night and towed up the North branch to unload. The schooner was not badly damaged, and but a small portion of her cargo was burned. The total loss will not amount to over $100. This is the second fire on board a sail vessel within a week, and fires on board of sail craft are rarely heard of. The burning of the tug Caroline Williams off Hamlin Point is the third fire this season thus far on Lake Michigan.

Captain Charles Maytham, who spent the winter on his farm, has returned to Buffalo, and is ready to begin the season at his accustomed business. He will command the tug J. L. Williams.

Captain James Easson city marshal of Racine claims that while sailing the A. P. Nichols he made the best time ever made by sail on the lakes, reaching Buffalo in three days and sixteen hours from Chicago.

Robert L. Montgomery manager of the White Star line of steamers, died in Duluth April 29 at the age of sixty. He had been on the lakes since he was eighteen years old, and was formerly chief steward for Eber Ward's line of steamers.


**GRUMMOND'S**

**Mackinac Line,**

For Mackinac, St. Ignace, Cheboygan, Alpena, Oscoda, Port Huron, Detroit and intermediate lake and river ports.

Steamer ATLANTIC, Capt. D. Nicholson,

Leaves Cleveland every Friday evening at 8 o'clock.

The Steamer FLORA, Captain J. R. Jones,

Same line, leaves Toledo for above ports every Tuesday morning at 8 o'clock. For further information apply on board boats or to

CLEVELAND FORWARDING CO., Agents,
Office and Dock, Foot of Superior-st., Cleveland.

**MARINE DIRECTORY**

**Of the Great Lakes.**

R. L. POLK & CO.,

The Well-known Directory publishers, 40 Larned-st, West, Detroit, will have ready for circulation by the opening of Navigation, a Complete Guide to the MARITIME INTERESTS ON THE LAKES.

**CONSUMPTION.**

I have a positive remedy for the above disease; by its use thousands of cases of the worst kind and of long standing have been cured. Indeed, so strong is my faith in its efficacy, that I will send TWO BOTTLES FREE, together with a VALUABLE TREATISE on this disease, to any sufferer. Give Express & P. O. address. DR. T. A. SLOCUM, 181 Pearl St., N. Y.

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A Full Line of Vessel Supplies,

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Manufacturers of Hotel Ranges & Laundry Stoves, and Dealers in

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128 SUPERIOR ST., CLEVELAND, O.


## TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, November 18, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper and twenty-eight minutes slower than the time heretofore in use (Columbus time) by these roads.

| Eastward. | Arrive. | Depart. |
|---|---|---|
| Fast New York Express | *1 07 A M | *1 22 A M |
| N Y, B & A Express | *6 37 A M | *7 02 A M |
| Elyria Accommodation | †8 07 A M | ..... |
| Port Clinton Accommodation | †10 37 A M | ..... |
| Buffalo Accommodation | †10 37 A M | †10 52 A M |
| N Y & B Fast Express | *1 57 P M | *2 27 P M |
| Cin. & St. Louis Express | ..... | *3 37 P M |
| Conneaut Accommodation | ..... | 4 22 A M |
| Nottingham [Sunday only] | 9 44 P M | ..... |
| Night Express | †9 42 P M | †10 07 P M |

| Westward. | Arrive. | Depart. |
|---|---|---|
| Fast Limited Express | *11 55 A M | *12 05 A M |
| Mich Express via Sandusky | *2 22 A M | *2 37 A M |
| Chicago Express via " | ‡6 07 A M | 6 32 A M |
| Mich Accom, Norwalk | ..... | †6 12 A M |
| Conneaut Accommodation | †8 12 A M | ..... |
| Nottingham, [Sunday only] | 4 17 P M | 1 47 P M |
| Toledo Fxpress via Norwalk | *12 52 P M | †3 02 P M |
| St Louis Ex via Sandusky | *1 02 P M | *1 25 P M |
| C P Ex via Norwalk | †6 02 P M | *6 32 P M |
| Port Clinton Accommodation | ..... | † 4 32P M |

Reference marks—* Daily, † daily, except Sunday, ‡daily, except Monday.

## BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 18th, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows. CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

| | Depart |
|---|---|
| No. 1, Cincinnati & Columbus Express | *7:30 A M |
| No. 11, Indianapolis & Wheeling Express | 6:40 A M |
| No. 17, Special Columbus & Cincinnati Ex. | 1:20 P M |
| No. 3, Special Ind & St. Louis Express | *1:40 P M |
| No. 5, Col. Cin., Ind. & St. Louis Express | *6:40 P M |
| No. 7, Gallion & C.L & W. Acc | 4:30 P M |
| | **Arrive.** |
| No. 2, Col. & Cin. & Ind. Express | *6:40 A M |
| No. 8, Gallion & C. L. & W. Acc | 9:10 A M |
| No 12, St. Louis & Indianapolis Express | *2:50 P M |
| No. 6, Col. Cin. & Indianapolis Express | 9:55 P M |
| No. 4, Columbus & Cincinnati Express | *3:20 P M |
| No. 10, Wheeling Express | 6:45 P M |
| No, 14, Col., Cin & N. Y. Fast Line | 1:10 A M |

Trains marked * daily, all other trains daily except Sunday

☞Tickets by this popular route for sale at all regular Teket Offices.

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agent.

CLEVELAND, OHIO.

## New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time. 36 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

**6.50 a. m.** ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

**2:20 p. m.** LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

**11:00 p. m.** NIGHT EXPRESS—(Daily except Sunday) Sleeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,37 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p m. Arrive at Pittsburgh 5:50 a m., without change.

**2:20 p. m.** PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

**4:11 p. m.** MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

**6:50 a. m.** PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpesville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

**10 35 a m.** YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45. p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L. FOUTS, Passenger Agt, 131 Bank St. Cleveland.

## The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect Nov. 18, 1888, and until further notice:

GOING EAST.

| | | | | |
|---|---|---|---|---|
| Lv. Chicago | 7.45 a. m. | ..... | ..... | |
| Arr. Valparaiso | 9.37 " | ..... | ..... | |
| " Fort Wayne. | 1.00 p. m. | ..... | ..... | |
| " New Haven.. | 1.35 " | ..... | ..... | |
| " West Leipsic. | 3.45 " | ..... | ..... | |
| " Arcadia | 4.44 " | ..... | ..... | |
| " Fostoria | 4.57 " | ..... | ..... | |
| " Green Springs | 5.44 " | ..... | ..... | |
| " Bellevue | 6.10 " | ..... | ..... | |
| Lv. Bellevue | 6.20 " | 7.55 a. m. | ..... | |
| Arr Cleveland | 9.02 " | 10.22 " | Accom. | |
| Lv. Cleveland | ..... | 10.27 " | 3.52 p. m | |
| Arr Painesville | ..... | 11.33 " | 5:05 " | |
| " Ashtabula | ..... | 12 25 p. m. | 6.03 " | |
| " Conneaut | ..... | 1.05 " | 6.32 " | |
| " Erie | ..... | 2.09 " | ..... | |
| " Dunkirk | ..... | 3.47 " | ..... | |
| " Buffalo | ..... | 5.20 " | ..... | |

GOING WEST.

| | | | |
|---|---|---|---|
| Lv Buffalo | 9.50 a. m. | ..... | ..... |
| Arr Dunkirk | 11.24 " | ..... | ..... |
| " Erie | 1.23 p. m. | ..... | Leave |
| " Conneaut | 2.20 " | ..... | 6.15a. m. |
| " Ashtabula | 2.51 " | ..... | 6.46 " |
| " Painesville | 3.44 " | ..... | 7 43 " |
| " Cleveland | 4.52 " | ..... | 8.55 " |
| Lv Cleveland | 4.57 " | 6.47 a. m. | ..... |
| Arr Bellevue | 7.35 " | 9.10 " | ..... |
| Lv Bellevue | ..... | 9.20 " | ..... |
| " Green Springs | ..... | 9.44 " | ..... |
| " Fostoria | ..... | 10.22 " | ..... |
| " Arcadia | ..... | 10 34 " | ..... |
| " West Leipsic | ..... | 11.30 " | ..... |
| " New Haven | ..... | 1 35 p. m. | ..... |
| " Fort Wayne | ..... | 1 50 " | ..... |
| " Valpraiso | ..... | 5.55 " | ..... |
| " Chicago | ..... | 7.50 " | ..... |

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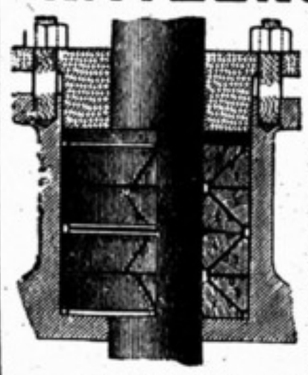

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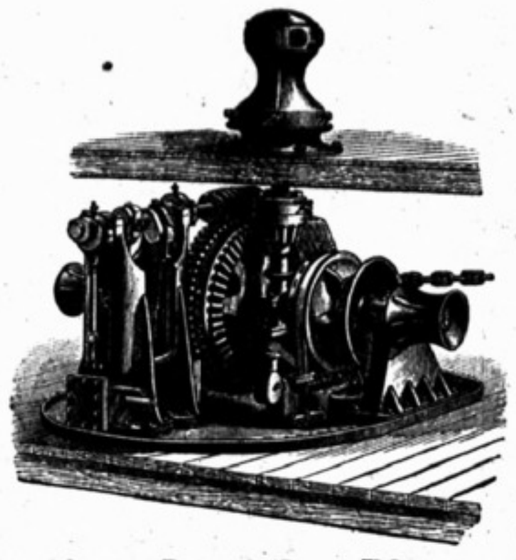
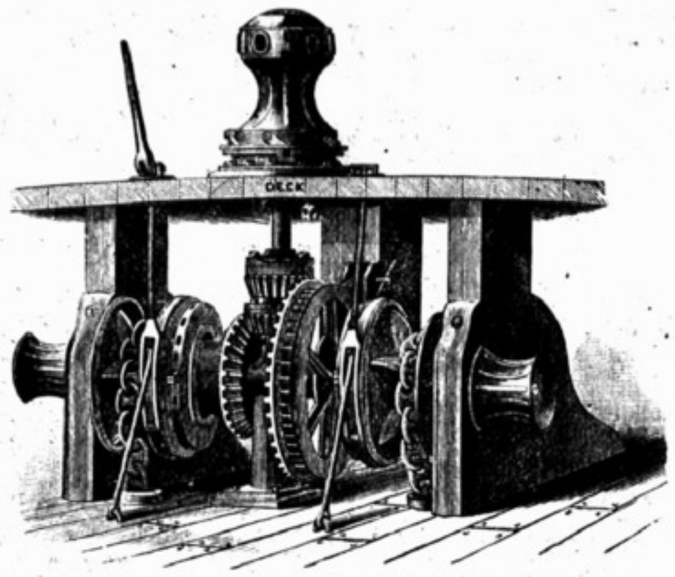
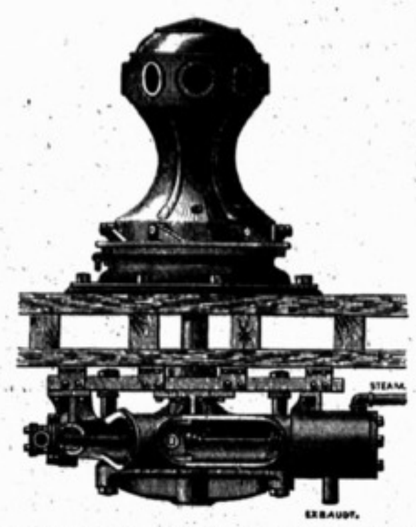


The Providence Patent Steam Capstan Windlass, New Style.



The Providence Patent Capstan Windlass.



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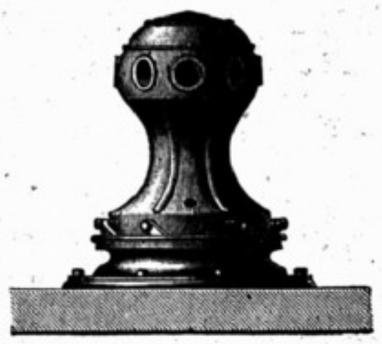
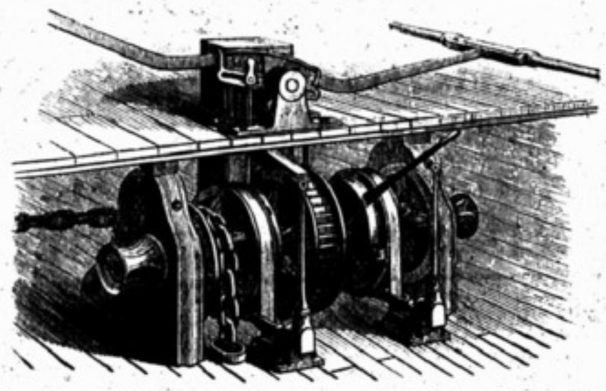


The Providence Patent Power Capstan.



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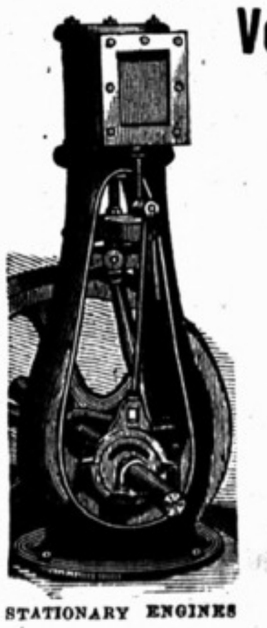

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They are provided with good brass boxes in both ends of connecting rod and cross head, with best possible provision made for taking up the wear. The Cylinder, Steam Chest and lower head are cast in one piece and the frame, slides, and journals in one piece, thereby lessening liability of derangement and first cost and insuring a durable machine. The Cylinders are neatly covered with cast iron laging. Slide valve with large ports. Piston filled with good metallic packing. Material and workmanship guaranteed.

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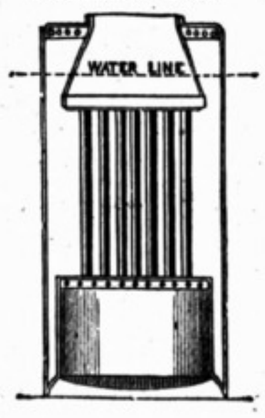
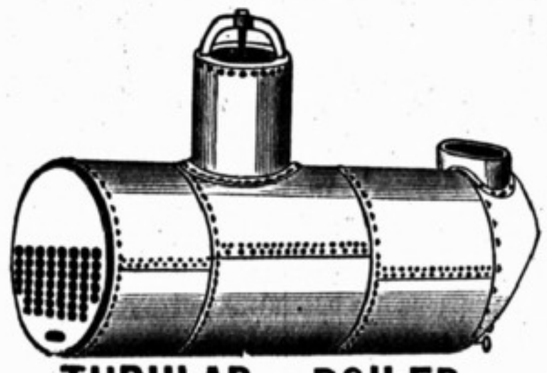
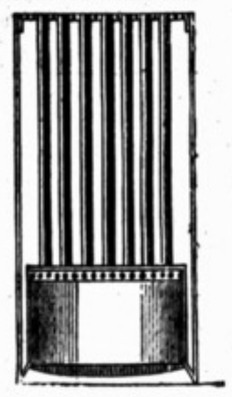


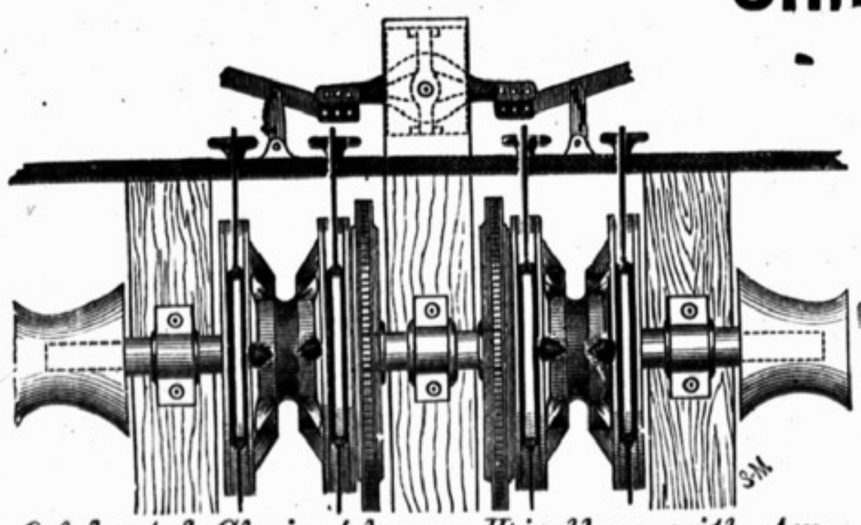



TUBULAR BOILER.

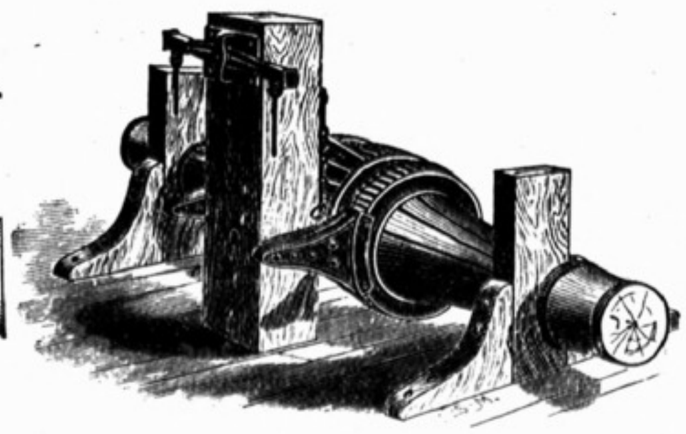
FULL TUBE BOILER.



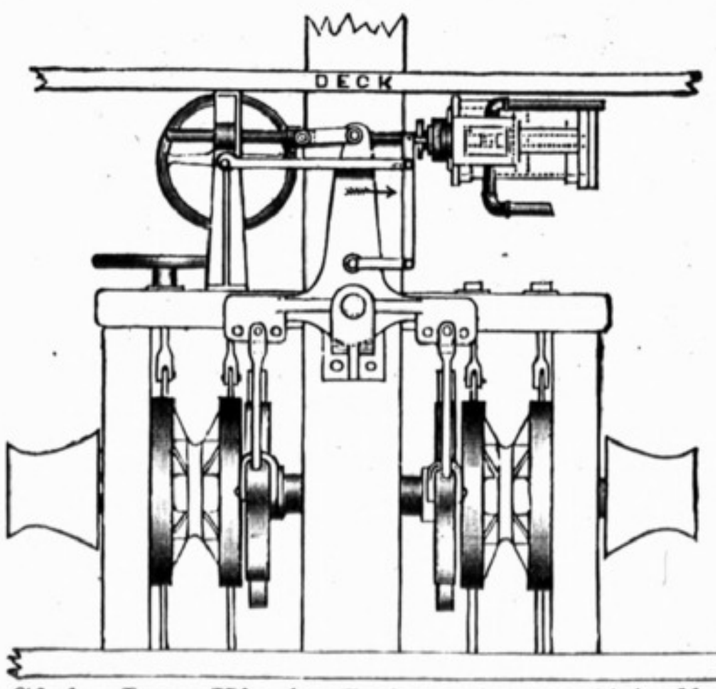
### Ship Chandler's List.



*Celebrated Chain Sheave Windlass, with Amazeen Beam.*



The Common Patent Windlass.




*Globe Iron Works Patent Steam Windlass*